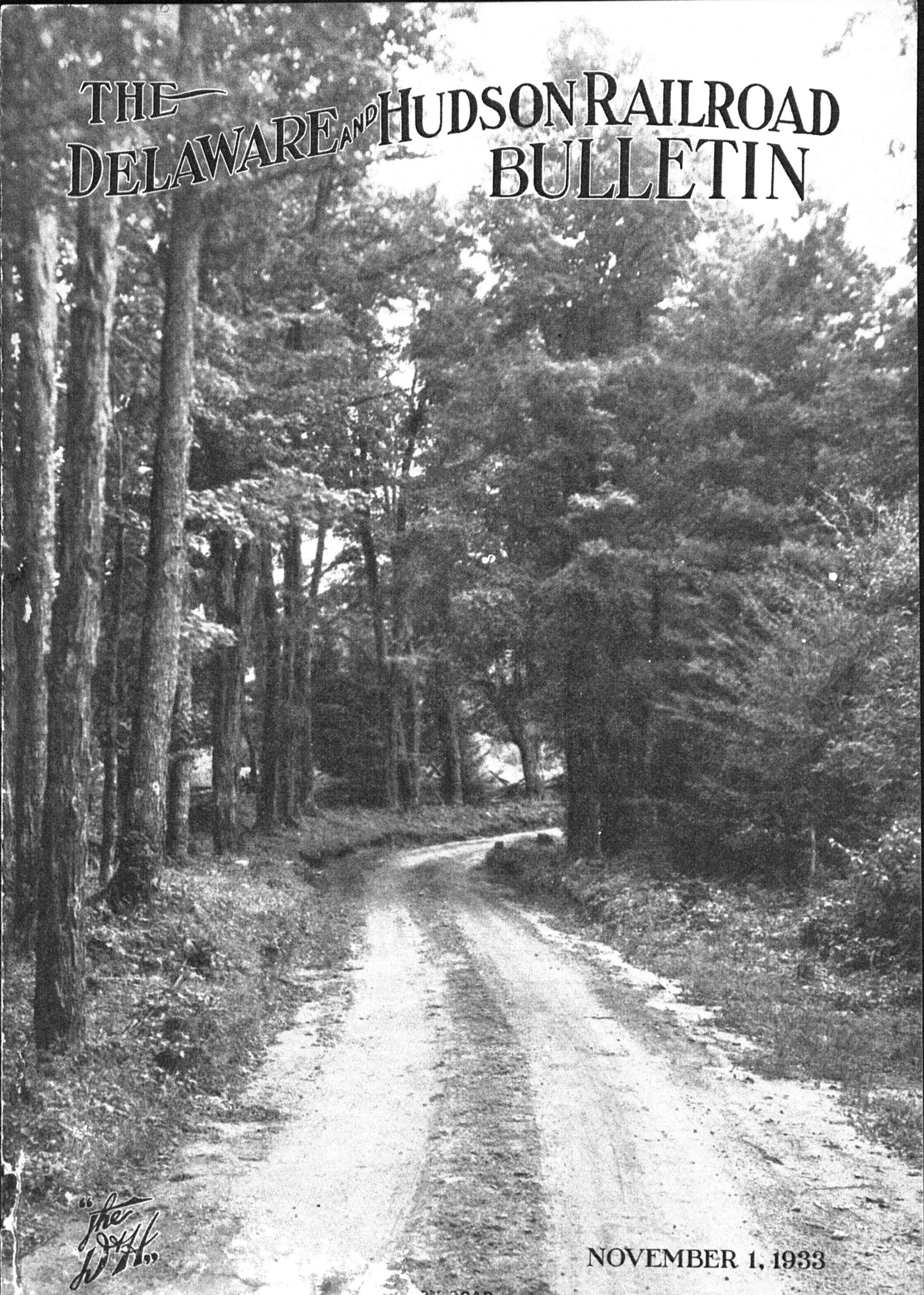
THE DELAWARE AND HUDSON RAILROAD BULLETIN



BY-ROAD
ERSIDE, N.Y.

“the D&H”

NOVEMBER 1, 1933

Thanksgiving

THE trees in summer vestments
Stood a few short weeks ago;
Now on the ground their dry leaves dance
As the winds of autumn blow;
And on yon hill, the hemlocks
Seem etched on a cold, gray sky.
The chill air holds a hint of snow,
And clouds go scurrying by.

The grapes in purple clusters
Hang among their frosted leaves;
The birds' nests are deserted
'Neath the old barn's shelt'ring eaves.
The frost is on the pumpkin,
The wild geese are on the wing;
The kitchen looks inviting
When the kettle starts to sing.

The harvest has been garnered,
And the crops are stored away;
With joyful hearts we gather
To observe Thanksgiving Day.
Sweet are the fruits of labor,
As we meet around the board,
And raise a grateful anthem
Of Thanksgiving to our Lord.

—MARY DAVIS REED.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Scales Are His Specialty

Retired Veteran Repaired and Tested All Kinds of Weighing Devices

TRACK scales, on which weights up to 800,000 pounds can be determined, yet which are so delicately adjusted that an error of a single ounce on the balance lever will result in a miscalculation of 3,750 pounds in the weight of the object on the platform, hold no mysteries for C. A. JOHNSON, retired scale inspector. To most railroaders they are familiar objects, yet few understand their mechanisms. They are MR. JOHNSON'S stock in trade—he has been building, testing, and adjusting weighing devices of all capacities for 55 years, the last 40 of which he was in Delaware and Hudson employ, retiring on pension August 1, 1932.

C. A. JOHNSON

As railroad freight charges are made on a weight basis, the company's representatives must be prepared to accurately weigh any item offered for shipment, whether it be a few pounds or hundreds of tons. Therefore, scales of varying capacities are provided in freight stations and yards, and it is the scale inspector's responsibility to see that they are maintained in accurate and serviceable condition.

MR. JOHNSON'S experience with weighing devices dates from 1878 when the Howe Scale Company's plant was moved from Brandon to Rutland, Vt., and he became one of the first three local men to be added to its force. After one year in the machine shop, MR. JOHNSON was transferred to the sealing department (erecting shop) where he worked for nearly 14 years, spending considerable time directly under general scale supervisor H. C. Knapp, one of the best scale experts in the east. When MR. JOHNSON entered the business, the largest track scale made was of 30-ton capacity; today the larger units have a 400-ton maximum.

The firm manufactured the Howe patent scale in which the principle of the lever was used exclusively, friction being practically eliminated at the fulcrum points by the introduction of ball bearings.

In a track scale the load on the platform is distributed by means of four rods to a master lever underneath, and thence through a series of bars and fulcrums to the balance lever, at which point the weight has been so reduced that one pound will balance about 60,000 pounds on the platform, the ratio varying, of course, with the type and capacity of the unit. Thus any error in the weights used on the balance beam would be magnified 60,000 times on the platform. It is therefore evident that to adjust and repair such an amazingly accurate device the inspector must be an expert, schooled to be exact to the split-one-thousandth part of the inch or ounce.

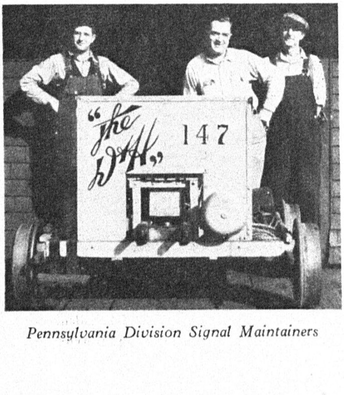
In 1892, the Delaware and Hudson agent at Rutland, D. C. Pearce, informed a friend in the scale plant that the railroad wanted a man to inspect and supervise the repairs to its scales. MR. JOHNSON was recommended and, after interviews with Superintendent of Motive Power R. C. Blackall and Superintendent C. D. Hammond, he was appointed scale inspector on what are now the Susquehanna, Saratoga, and Champlain Divisions.

On his first day with the railroad MR. JOHNSON started out at 6 A. M. to begin an inspection of the scales placed in his care. At his first stop—the track scale at West Rutland—he realized that he would need several items which he immediately requisitioned: one scale inspection car, repair tools, and a supply of standard 50-pound weights. Mr. Blackall sent him to see Master Mechanic John L. Cory at Green Island with instructions to pick out a car and have it altered to fit his needs. He chose and outfitted a four-wheel caboose, No. 19, with a work bench, carpenter's and machinist's tools, and 600 fifty-pound weights.

The standard weights were made in the Delaware and Hudson foundry at Green Island. Iron blocks 6 by 8 by 5½ inches were cast, each having a handle in the top and a hole in the bottom. When they had been cleaned and painted, sufficient lead was poured into the hole to exactly balance a master weight which had been checked at the Howe plant and certified by the Sealer of Weights and Measures of New York.

When all the tools and weights had been loaded into the car it was weighed on a master scale and with this quantity known the accuracy of every track scale on the system could be checked.

Starting a Busy Day



Pennsylvania Division Signal Maintainers

With this equipment in his car, MR. JOHNSON immediately set about recording every scale on the system, listing the age, capacity, size, and style (ball or suspended bearing) of each. Armed with this information, when a report was received at his office in Green Island of a lost balance weight or a broken scale, MR. JOHNSON knew immediately just which machine the report referred to and what tools and parts to take with him to repair it.

Some years later Master Mechanic "Archie" Buchanan designed and had constructed a scale testing car for MR. JOHNSON, and a caboose was provided as a riding car. In the testing car there were six compartments, holding 100 fifty-pound weights each, so arranged in the car that their weight was evenly distributed on the eight wheels. To assure accuracy in testing track scales the weight of every item in the car such as tools, stove coal, and furnishings, etc., was added to its light weight. This was superseded in 1930 by a new 800,000-pound scale testing car constructed in the Green Island car shops.

Throughout his 40 years with the company MR. JOHNSON continued to reside in Rutland where he was born 79 years ago, July 19, 1854. His great-great-grandfather, an English sea captain, had settled on the New England coast in the eighteenth century, and his great-grandfather, John Johnson, was one of the first settlers in Vermont, having moved to West Rutland from Connecticut 160 years ago, in 1773.

During the revolution the colonists were defeated at the battle of Hubbardton and retreated through West Rutland toward Bennington where, a short time after, one of the important battles of the war was won by the Americans. The Johnsons deserted the homestead during the retreat from Hubbardton, hiding their household furnishings in the bushes some distance from the house; after the battle of Bennington, in which Ensign John Johnson bore the victorious flag, the family returned and found the home and their hidden possessions uninjured by the British or their Indian allies.

It was in this homestead that MR. JOHNSON was born and spent his childhood. After completing the courses at Rutland High School and Castleton Academy he spent two years as a schoolmaster before entering the employ of the scale company.

MR. JOHNSON, who resides at 55 North Main Street, Rutland, Vt., was President of the American Scalemen's Association in 1914-1915, and later served as Vice-President of the National Scalemen's Association. He is a member of the First Baptist Church of Rutland and the Rutland Lodge of Masons.

The Communication Revolution

(1760-1933)

By PROFESSOR R. G. ALBION
*Princeton University**

THE pinning of labels upon certain great movements has helped the student of history to visualize them. About a century ago, the phrase "Industrial Revolution" was applied to the far-reaching consequences of the application of artificial power to the manufacture of goods. Since then, the "Commercial Revolution" and "Agricultural Revolution" have been christened, while the latest edition of a prominent textbook brings us also the "Intellectual Revolution." One more great movement seems to deserve this revolutionary status. This was the remarkable acceleration of transport, travel, and communication which started about 1760 with England's development of canals and turnpikes and still continues with radio and television. For want of a more euphonious title it might be called the "Communication Revolution," using that term in its broadest sense.

Goods, men, and messages did not move as fast in 1760 as they had in Roman times. The rate of communication was determined by the fairly constant potential speed of the horse, modified by the very variable condition of the roads; and the roads of the eighteenth century were poorer than they had been in the days of Augustus and Trajan. Every decade since 1760 has seen a greater development of communication than took place in the whole 1500 years before that date.

In the England of 1760, a speed of 150 miles a day was considered exceptional for couriers with important messages. The normal rate of travel on the main roads was about 40 miles a day, while freight moved at about half that speed. At sea, 75 miles a day was a fair average. In France, the rates would be somewhat faster, while in America, they would be still slower.

Forty Miles a Day, 1760

The condition of the roads was responsible for those relatively slow rates of land communication. Travelers of the eighteenth century have left most uncomplimentary accounts of the muddy, narrow, rocky, and deeply rutted English roads, even on the main lines of communication. In America, where the roads had recently been hewn out of the wilderness, conditions were even worse. It is small wonder that passengers and freight moved by water whenever practicable. At the same time, however, freshets, droughts, and mudbanks often made river traffic unreliable, while coasting voyages were too often protracted to unreasonable length by the contrariness of the winds. Such were the conditions under which goods, men, and messages had to be moved two centuries ago.

The maximum speed records attained under such circumstances are not impressive. The Scots might transmit a prearranged message, as the ancients had done, by means of signal fires from mountain top to mountain top. Ordinarily, however, the best speed was made by couriers riding night and day, with frequent changes of horses. The fastest recorded time under such circumstances was made by the Pony Express across the American plains and mountains in 1861, just before telegraph wires were stretched over that route. Lincoln's inaugural address was carried by these riders nearly 2,000 miles from Missouri to California at the average rate of 256 miles a day. For an approach to such speed, one must go back to Roman times. Conditions at the start of the Communication Revolution produced no such records as those of much earlier times.

18th Century Speed Records

WHEN the first shots of the American Revolution were fired at Lexington and Concord, near Boston, on the morning of Wednesday, April 19, 1775, a messenger was despatched immediately

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**A paper presented at the Ninth Annual Meeting, New York, N. Y., April 24, 1933, of The American Members of the Newcomen Society. Abridged.*

Pony Express, 1861

to carry the news southward over the main post road with all possible speed. The message reached New York, some 225 miles away, Sunday noon, four days after the fighting. A fuller account was sent down over the same route two days later. We have a detailed record of its transmission, giving the day and generally the hour, at nearly forty places between New Haven, Connecticut, and Georgetown, South Carolina. It left New Haven on Monday, April 24, at 9:30 a. m.; reached New York Tuesday at 2 p. m.; Philadelphia, Wednesday at noon; and Baltimore, Thursday at 10 p. m. The distance between those towns in each case was between 90 and 100 miles. The speed slackened as the message reached the Southern colonies with their poorer roads, cut by broad inlets of the sea. "For God's sake send the man forward without the least delay," read a typical Southern endorsement, yet it took five days to travel some 250 miles across Virginia and six days for a similar distance across North Carolina. This can fairly be taken to represent colonial communication at its fastest—an average of about 55 miles a day for the whole run, reaching a maximum of about 100 miles a day between New York and Philadelphia. Had the winds been favorable all the way, it might have traveled faster by water.

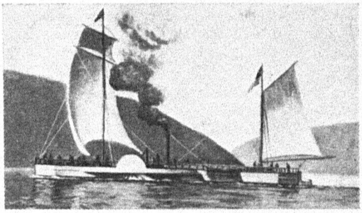
In 1603, England had established a faster record, which perhaps had not been exceeded by 1775. Queen Elizabeth died at Richmond, near London, just before 3 a. m. on Thursday, March 26. Sir Robert Carey, a cousin of the queen, hastened to ingratiate himself with the new Stuart dynasty by bringing the first news. Leaving London on Thursday, at 9 a. m., he rode at top speed over the Great North Road to Edinburgh, where James was anxiously awaiting the news. Beating the regular messengers of the Privy Council by 30 hours, Carey galloped into the courtyard of Holyrood late Saturday night, having covered the 400 miles in some 60 hours.

Speed Records of Ancient Times

THAT record seems less impressive when compared with the transmission of an Egyptian letter in 254 B. C. A message of minor administrative importance, it had been sent by the regular official postal system of the Ptolemies 200 miles in 30 hours—a rate of speed identical with Carey's much more urgent haste nearly 2,000 years later. The Romans, with their elaborate systems of *cursores* speeding over excellent roads, traveled even faster. There is an account of a 600-mile trip from Italy to Germany at the rate of 200 miles a day. The Roman maximum record, it would seem, was a 332-mile trip in 36 hours, equivalent to 220 miles a day, as compared with Carey's 160 miles!

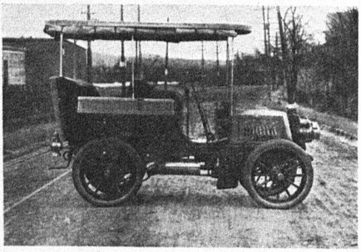
Eighteenth-Century Travel

REGULAR travel, of course, was much slower. The traveler, in the first place, seldom rode at night. The stage coach, springless and uncomfortable, had been in use for about a century in 1760. At that time, it took two weeks to travel the 400 miles between the English and Scottish capitals. Many still traveled on horseback, and, except on the main roads, this was often a necessity. In America, the 225 miles from Boston to New York required at least a week, and it was a marked advance in colonial transportation when two-day service for the 90 miles between New York and Philadelphia was inaugurated in 1770. By sea, six weeks was fair time for a transatlantic voyage, and bad winds often stretched this to ten weeks. In 1759, it took London 33 days to hear the news of Wolfe's victory at Quebec, which was much nearer England than the other American ports.



Fulton's "Clermont," 1807

Freight was generally transported by water wherever possible, but many river towns which had once flourished as seaports had dwindled away when silting blocked the streams. By land, the pack-



"Gasoline Touring Car," 1905

horse was the common means of transportation over the poorer roads or paths, while four-wheeled wagons, carrying a ton or two, were in use on the main highways. It took one of these wagons three weeks between London and Edinburgh. Small coasting craft consequently did the bulk of the business between ports, particularly in America.

Communication Revolution

THEN came the Communication Revolution. Its progress can be marked by a dozen great milestones, each the date when a new development was established on a fairly practical basis. In every case, of course, there was previous important pioneer work by half-forgotten men, while others later were responsible for important improvements. Popular fancy, at least, will probably confirm the following twelve dates: On July 17, 1761, the first barge load of coal was shipped over Brindley's Bridgewater Canal. Late in 1803, Telford went to Scotland to inaugurate scientific road construction on a large scale. On August 17, 1807, Fulton's *Clermont* steamed up the Hudson from New York to Albany. On September 27, 1825, Stephenson's locomotive made a successful run from Darlington to Stockton. On May 2, 1844, Morse sent from Washington to Baltimore the first long-distance telegraph message. On July 27, 1866, transatlantic cable service was permanently established, after an abortive attempt eight years earlier. On March 10, 1876, Bell sent to his assistant the first telephone message. On May 1, 1879, the little electric train of Siemens and Halske at the Berlin Exposition was the forerunner of the developments of Mr. Sprague. On March 4, 1887, Daimler operated the first gasoline propelled automobile. On December 17, 1903, the Wrights made the first successful airplane flight at Kitty Hawk, a few weeks after Langley's plane fell into the Potomac. Finally, [illegible] September 30, 1915, the human voice was transmitted from Washington to Hawaii by wireless, paving the way for the rapid development of radio.

Before 1760, the maximum speed of communication seldom if ever exceeded 20 miles an hour. Now, as a result of these inventions, men have traveled 125 miles an hour on the water, 254 miles on land, and 409 miles in the air. Messages can be sent almost instantaneously around the whole earth, while men have traveled that distance in less than eight days. These, of course, are maximum "stunt" speeds, but we are all familiar with the everyday possibilities. From a quantitative standpoint, the figures are also remarkable. The United States alone, for instance, has a quarter of a million miles of railways, 16,000,000 radio receiving sets, 20,000,000 telephones, and 25,000,000 automobiles.

Effects on Human Activity

THE subject is one which permits the juggling of figures to one's heart's content, but the purpose of this paper is not to pile up impressive statistics. It is, rather, to estimate the general effects of the communication developments upon various branches of human activity. Some changes have been simply ones of degree, the new instruments doing the old work more cheaply and quickly.

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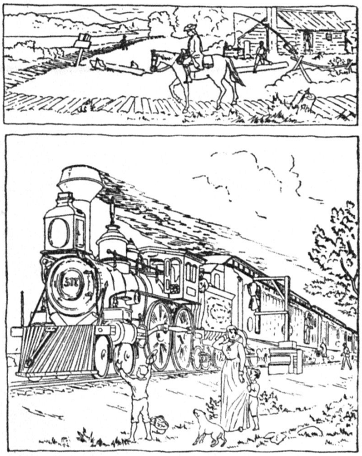
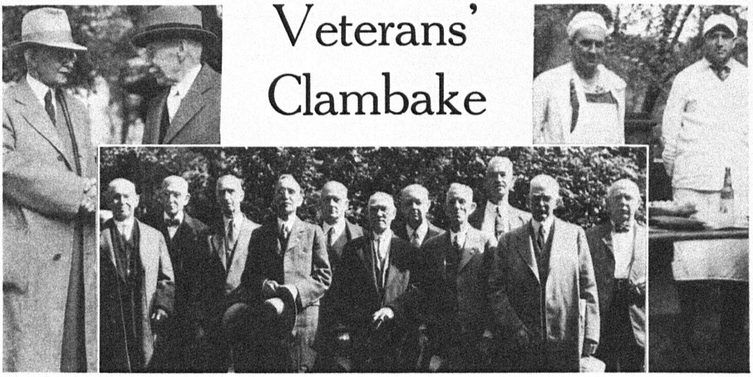


Postal Progress, 1776-1876

Veterans' Clambake



MORE than three thousand years of Delaware and Hudson service were represented by the railroaders who gathered in Neahwa Park, Oneonta, Saturday afternoon, September 16, to attend the Annual Clambake and Outing of The Delaware and Hudson Veterans' Association. The group of eleven retired employees, shown in the illustration above, alone accounted for over five centuries of service, their records ranging from 28 to 66 years.

Despite the rain which fell in torrents when the special from Wilkes-Barre reached Oneonta at 11:30, a party of over 100 veterans, their families, and friends stepped from the coaches to join the contingents which had arrived earlier on regular trains 305 and 302, and were already being entertained in the waiting room by the old-timers who live in Oneonta.

Presently the rain stopped, and the combined groups from all four divisions made their way to the pavilion where the bake was served. Pearsall Dutcher, a member of the Association, who is a Delaware and Hudson trainman at Oneonta, was "master of ceremonies" for this important event. Although professional caterers have served the veterans on all of their previous outings, it was the general opinion that this was the best clambake in the organization's history.

Much interest in the valuable standard railroad watch, which was to be awarded to the holder of the ticket drawn from a sealed box at 3 P. M., was aroused by past president N. S. Burns, whose abilities as a public speaker are well known. At the appointed hour six-year-old Mary Howard, daughter of extra gang foreman Michael Howard, of Carbondale, was asked to draw three tickets from the box, the third to be designated the winner. Joseph Cornell, section foreman at Sidney, N. Y., was the fortunate veteran who became the proud possessor of a new timepiece.

Only a few minutes for hurried farewells then remained before the veterans from points north of Oneonta had to return to the station to board train 309, while the Pennsylvania Division men followed at a more leisurely pace to board the special which was scheduled to depart at 5 P. M.

The committee in charge of the affair included: John A. Doyle, General Chairman, Mrs. Doyle, George W. Sawyer, Mr. and Mrs. A. E. Groat, Mr. and Mrs. W. J. Blend, Patsy Dilello, Mrs. P. H. Keegan, and Mrs. Charles Brosmer.

Communication Revolution

(Continued from page 171)

More important are the new features which could not have been possible at all under the old system. These have been a profound influence upon the world and most of its inhabitants.

Starting with the economic consequences of the movement, we find important innovations in the carrying of freight. The packhorse and wagon had served after a fashion for the ordinary articles of transport, provided they did not have to be carried too far. The new methods were necessary for the practicable hauling of two new types of freight—the very bulky and the very perishable, as well as for the economical carrying of freight for long distances overland.

(To be continued)

The Secretarial Department

By J. W. COON, *Secretary*

THE Secretarial Department is one of the least known of any in the Company; nevertheless, the Secretary is one of three officers whose election is mandatory under the charter of The Delaware and Hudson Company, a charter which provides that the "managers shall choose a president, a secretary and treasurer." At the first meeting of the Board of Managers, held in the Tontine Coffee House in New York on March 9, 1825, a date was set for the election of the first Secretary.

The derivation of the word "secretary" can be traced to the Latin word "secretarius," coming from the noun "secretum"—meaning a secret. The title of "Secretary," of course, applies to private and other secretaries, as well as the corporation secretary, but the designation is appropriate in any case as every successful secretary must appreciate the necessity of keeping to himself all information acquired on account of, or because of his position.

The duties of the corporation secretary are usually defined in the by-laws, which commonly provide that the Secretary shall be the custodian of the records and documents of the Company; shall give due notice of all meetings; shall keep the minutes of the Board of Directors and all standing committees; shall have custody of the corporate seal and affix it to such instruments as the Board of Directors or President may direct, and perform such other duties as may be prescribed by the President or the Directors.

A comparison of the functions of a corporation secretary, as outlined either by statutes, or by the corporate by-laws, with the duties actually performed, indicates that he must almost always exercise many and diversified functions that are not assigned to him in a formal manner. Special qualifications or peculiar adaptabilities for certain duties are very likely to vary an individual secretary's assignments.

In a Company like The Delaware and Hudson, the corporate existence of which began in 1823, many records, having both an actual and historical value, are entrusted to the custody of the secretary by virtue of his office, including, for example, such important papers as the deed, dated July 28, 1825, from John Wurts and others to The Delaware and Hudson Canal Company, which conveyed the substantial nucleus of the extensive holdings of Pennsylvania coal lands now owned by a System Corporation; the original leases of the Rensselaer and Saratoga Railroad, and the Albany and Susquehanna Railroad, which now form such important parts of the main railroad line; the originals of all mortgages which have at any time been placed on the Company's property, etc.

The record department of the secretary's office is an important one, as it involves the filing and safekeeping of many documents of a permanent nature. Our Company's records begin with the year 1823, and since that time there have been filed in my office some eight or nine thousand papers, many of them of great importance, and impossible to replace, and it is our boast that none has ever been lost or mislaid. It is all in a day's work to produce records which have been lying dormant for 90 or 100 years.

In handling industrial side track agreements, the local agent submits the details to the Development Department, using, as a rule, a pencil sketch showing siding desired; character of business to be handled; estimated additional revenue and, if he knows it, about what the cost would be, etc. The agent, coming directly in contact with the shipper, has much to do with creating a friendly feeling toward our Company, and is in position not only to secure additional tonnage and revenue for the railroad, but also to cooperate by giving full information when applications for use of our facilities are made, thus making much less work for all officers concerned. Every effort is made by the Development Department, Real Estate Department, and the Secretary's office, to fully cooperate with the agents. The Secretary's office endeavors to cooperate with all departments of the railroad to the fullest possible extent. When all the details relative to the sidetrack agreements are completed, the papers are then forwarded to the secretary's office for final recording and filing.

Applications for use of our Company's property usually originate with the agent. Leases and licenses are prepared by the Real Estate Department and sent to the secretary's office for checking, and, if found correct, are executed by the Vice-President. Leases are filed in the office of the Real Estate Agent, but all agreements are filed in the office of the Secretary. The Secretary prepares a brief giving all the essential information, such as date of expiration; amount of rental; restrictions that are imposed, etc.,

(Continued on page 177)

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 13 November 1, 1933 No. 11

Luxurious Government

TAXES in the State of New Jersey consume more than 40 per cent of the net income of the farmers of that state, according to C. L. Bardo, President, New Jersey Taxpayers' Association in a recent address. He said, in part:

"Taxation has gone so far in this country that it constitutes a menace to freedom. A government which dispossesses us of our homes, sells our land to pay off its debts and compels us to turn into its coffers one-third of all that we earn cannot be said to differ very much from despotism. Government—federal, state, county and city—is honeycombed with extravagance. Taxpaying has become our national industry. * * *

"The taxpayers have very definite rights and very heavy responsibilities. They have the right to know beforehand that every candidate for public office, be it large or small, has a true conception of our economic situation; has the vision necessary to grasp the economic picture; has the business ability and the courage to recognize its needs and to be free in the discharge of his public duties without regard to political or party domination of any kind. Party platforms must not be mere figures of speech. Candidates must be found who will fit the platform and who will honestly, courageously, and intelligently carry out its pledges. * * *"

It was with this same thought in mind that 1000 members of the newly-formed Monroe County Unit of the Railroad Employees' and Taxpayers' Association met recently in the Rochester, N. Y., Chamber of Commerce. Speakers urged the members of the audience to "take more individual responsibility " in protecting their own rights, particularly as regards the railroad tax situation. They also pointed out that the government can do nothing to relieve the situation, where finances are concerned, where the problem does not have to come back to the citizenry itself.

Units of this Association are being formed throughout the country, their purpose being to secure fair play for the railroads which have so long been a target for demagogues and self-seeking politicians. The reduction of the tax bills which the railroads now pay, largely due to the governmental subsidies granted to competing forms of transportation, is one of the primary objectives of these groups.

Sponsored by railroad employees who foresaw the source of their very bread and butter being swept away, by investors who had a stake of 26 billion dollars tied up in railroad securities, and by taxpayers who realized how great an added burden they would be forced to bear if it were not for the 400 millions paid out annually by the railroad treasuries, the movement also includes all who feel that unfair discrimination against the railroads is not in the best interests of the country in general.

With the membership of so comprehensive a body on record as opposing extravagance in government it appears that our great "public consciousness" is being aroused.

Group Insurance Payments Pass $4,000,000 Mark

BENEFITS paid to employees under the Delaware and Hudson Group Insurance Plan passed the $4,000,000 mark just before October 1st, $4,024,321.35 having been paid on a total of 13,887 claims since the plan was put in effect on April 1st, 1922. Of this, 1698 Life claims account for over $2,500,000, or more than half of the total, while 10,310 Health claims add more than $1,000,000, thus making up the bulk of the huge amount. There were 143 claims paid under the Accidental Death and Dismemberment option, totaling $214,600, while nearly $92,000 was distributed among 108 employees under the Total and Permanent Disability clause. There were 1,194 cases in which accidents caused injuries to employees who received a total of over $100,000 as a result of having insured against such a contingency. Of the employees eligible for insurance over 94% have subscribed for one or more options.

Carriers of Typhoid Fever

IN the control of typhoid fever the discovery and supervision of typhoid carriers is of paramount importance. A typhoid carrier is a person who is not ill with typhoid fever but who harbors the germs of the disease in his body and discharges them in his body excretions. The carrier, although well himself, may cause the disease in other persons. He may continue to discharge the germs for years regularly or intermittently.

The carrier condition may follow a definite attack of typhoid fever but this is not always the case. Over 20 per cent of the carriers in upstate New York were never known to have had typhoid fever. Forty per cent of them had typhoid fever more than twenty years before discovery. Approximately 2 per cent of the cases of typhoid fever in New York State continue to discharge typhoid bacilli from the intestines a year or more after recovery from the disease.

On December 31, 1932 there were 290 known carriers in upstate New York, exclusive of state institutions, 19 carriers in state institutions and 311 in New York City, making a total of 620 typhoid carriers under supervision in the State on that date.

The control measures adopted consist mainly in the supervision of the occupation and residence of the carrier. He is prohibited from engaging in occupations involving the handling of food used by the public. Frequent visits are made to the carrier to make certain that necessary precautions to prevent the spread of typhoid fever are being carried out. The local health officer must be notified when any change of address is contemplated. Control measures have resulted in a reduction in the amount of typhoid fever due to known carriers from an average of approximately one case every three years to about one every ten years.

An example may serve to illustrate the means by which a typhoid carrier is discovered and some of the measures taken for his control. In an upstate village several cases of typhoid fever were reported within a short period of time. It was also reported that two persons, one living in a nearby city and the other from a neighboring state, had typhoid fever and two weeks prior to the onset of the disease had visited in this particular upstate village. Investigation was immediately instituted and it was learned that all of these persons ill with typhoid fever, including the two visitors, had used milk supplied by a local dairy which furnished approximately one-fifth of the milk supply for the village. It was learned that a man, recently employed by the dairy, gave a history of having had typhoid fever ten years previously and that four cases of typhoid fever had occurred in his household or among his associates since that time. Specimens submitted from him were found to contain typhoid bacilli. The man was promptly declared a chronic typhoid carrier and was prohibited from further handling of milk or other food used by the public. It was advised that members of his household be immunized against typhoid fever.

Occasionally because of age, or for some other reason, a typhoid carrier who is prevented from engaging in his usual occupation in order to protect the public, is unable to adapt himself to new employment and has difficulty in earning his livelihood. Financial assistance has been furnished from a special fund for these persons. During 1932 thirty-five carriers were receiving such aid in upstate New York.—*N. Y. State Health Bulletin.*

Latest Inventions

WATERPROOF lime is now available—once slaked and used as mortar, it's said to absorb no more moisture, thus retaining its strength instead of softening when wet. The development may mean revival of the ancient use of lime as a masonry binder.

Novel uses for solid carbon dioxide: Freezing quicksand encountered in excavating; fighting underground electrical conduit fires; fitting machine parts; freezing golf-ball cores before wrapping: (cores are cooled with it, then inserted in their housing); and drying ether and other solvents by freezing out water.

In a new ice refrigerator air circulation is controlled, refrigeration improved by a small electric fan which starts when top temperature reaches 49, cuts off when it drops to 46 degrees.

A washing machine with a wringer which holds no menace to fingers is on the market. If fingers are caught they get no more than a slight squeeze before the rolls automatically spring apart.

A new step-like device for ladders provides a solid, flat surface for painters, carpenters, etc., to stand on. It attaches between any two rungs, is adjustable to any angle of the latter.

Flower gardening is simplified by mulch paper patterns, made in numbered perforated sections. Seed from packets numbered to correspond are planted, grow up through the holes. Experts prepare the patterns to give proper color, height, blossom rotation.

A new household fly spray is said to serve the double purpose of swiftly putting flies to death and lending a flower-like scent to the rooms in which it is used.

Shoe polish is now being marketed in lipstick form. A few strokes with the stick upon the shoe and a rubbing with a shoe cloth is said to be all that's needed for a shine.

Ground coffee compressed into disk form is on the market. Ten disks make a package, one disc a cup.

A new machine slices the dough of bread before the loaf is baked. The baked loaf is a unit, yet slices are readily detached.

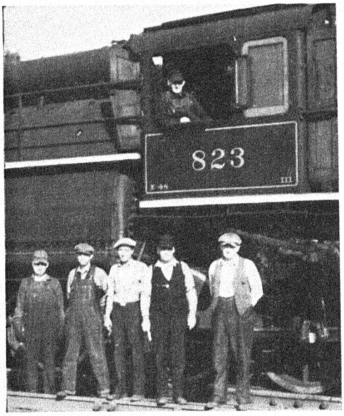
Rattling of manhole covers is ended by a new resilient ring-shaped cushion, so made that it cements itself in place upon its seat without adhering to the cover.

Fabrics surfaced with transparent cellulose are now available. Easily cleaned with a damp cloth, brilliant, they are offered for use in aprons, drapes, curtains, boudoir-furniture coverings, shelf coverings, hotel dresser scarfs, etc.

Campers and others find shaving in the dark made easy by a new safety razor. Its handle contains a battery and a tiny light bulb which illuminates the face.

—*Nation's Business.*

On Local Freight Run



"The 823" and crew handle switching work between Wilkes-Barre and Scranton.

Thoughts on Armistice Day

SHALL we forget?—we who should remember—
Dead men and maimed men who once were lithe and strong;
They who roughed it with us when June was as December;
They who sang the old crude songs as we tramped along;

Shall we forget—ah! the memories are bitter;
Life is passing sweet now, why should it be marred
With nightmare visions of the death-strewn swamps of Paschaendale
And the grim Somme's shell-racked, hell-struck award?

Shall we forget? Why should we remember?
Why should we revive again things that sour and stain?
Men are men again now—why call from the shadows
Ghosts of dead and done-with days that will not come again?

Time has softened hard hearts, they our foes are friends now,
And we are growing older, we shall never more be young.
The call may not come again for us who ploughed through Flanders,
Not again by us may the old crude songs be sung.

But—flags will be waved again and gay posters flaunted,
And these young lads we rear will feel the urge we knew,
And—save that we shall check them—unwittingly, undaunted,
Rush forward to the same mad hell that we of old went through.

For these we must keep fresh the cruel, bitter memories,
For these we must remember the wallowing in the mud,
The torn lives and the shorn lives, the warped minds and the ruined souls,
The battered homes, the shattered limbs, and the spilt red blood.

Shall we forget—we who should remember?
Yea for these who follow—till our sun be set,
Till the fire of our youth has consumed the last red ember
We *must* remember—God! we daren't forget!

—*By L. H. S. (in "Red Tape.")*

Secretarial Department

(*Continued from page 173*)

and copies of this brief are furnished to all departments interested.

The importance of the Secretary's work is obvious, and the keynote of his office must be accuracy, for any slight error or omission might lead to a costly lawsuit many years after the inaccuracy or omission took place. I recall a recent lawsuit in which our office was called upon to produce certain records of a subsidiary company, which suit would probably (or "almost certainly") have been avoided if the minutes of a stockholders' meeting held many years ago had contained all the information which it is now our practice to incorporate. The habits of accuracy and attention to details, which must be cultivated in secretarial work, are possibly annoying at times to those with whom our work brings us in contact, and I have no doubt that the Real Estate Department has on occasion felt that we are too punctilious in our perusal of documents prepared in the Albany office for execution by the Vice-President in New York.

Every corporation, in order to function properly, must have a secretary, and the duties of that position cannot be performed without close contacts with the stockholders and directors, and, incidentally, with all matters that are of sufficient importance to be considered or acted upon by either or both these groups. His work is at the very center of the corporate life, and of its functions as a living, articulate entity, may be classified briefly, as follows:

(1) *Stockholders:* The stockholders are the actual owners of the corporation and its property, but they do not directly function in connection with the ordinary procedure of the corporation. They elect directors, usually at annual intervals, who, as a group and through the officers they designate, exercise for them the direct functions of management.

(2) *Directors:* The directors represent the stockholders, somewhat as trustees, but because it would be impracticable for them to act upon or perform all necessary corporate acts, they, in turn, elect officers.

(3) *Officers:* The officers exercise authority delegated to them, and must act within the confines of the powers vested in them by the Board of Directors or by the by-laws of the corporation. The officers cannot, as a rule, perform all the work of the corporation, hence they assign the performance of certain duties to agents and employees.

(4) *Agents and Employees:* Agents must not act except within the scope of their authority, and employees within the limits of their jobs. The doctrine of the right of third parties to rely upon powers implied by usage, creates especial dangers in the paths of any who incline to assume functions not authorized.

The corporate entity establishes a device for multiplicity of ownership, and has been a tremendous influence in the development and evolution of industry. At a banquet of the Chamber of Commerce of the State of New York, Nicholas Murray Butler said, "I weigh my words when I say that in my judgment the limited corporation is the greatest single discovery of modern times, whether you judge it by its social, by its ethical, by its industrial, or in the long run—after we understand it and know how to use it,—by its political effects."

Even if we do not agree with that statement, it is obvious that the corporation has been an important factor in economic progress. It has immeasurably speeded the evolution of industry and made possible the great enterprises of today.

During 1927 and 1928, over 50,000 new corporations were organized in New York State, and although this pace has slackened during the depression, the corporation is definitely the preferred method of conducting modern business.

The relations of stockholders and directors to corporate activities present a subject with which too many employees are unfamiliar, that, perhaps, a little discussion of their relationship to the corporate life may be valuable. I shall attempt to outline briefly their respective functions and responsibilities:

Stockholders

The stockholders have been described as the heart of the corporation, and as they are the actual owners, their wishes should have primary consideration in determining all corporate activities. In most corporations the stockholders include individuals, more or less numerous; estates; savings banks; trust companies; other corporations, such as insurance companies; institutions, such as colleges and universities; Y. M. C. A's., stock brokerage houses, etc. The Delaware and Hudson Company has approximately 9,300 shareholders. Because of the wide distribution of the stock of many corporations, the only method by which stockholders' wishes can be ascertained is through regular and special meetings.

Ownership of stock carries with it certain fundamental rights, the more important of which may be listed as:

(a) Participation in stockholders' meetings, including election of directors, (except where limited or excluded by charter provisions.)

(b) Sharing in dividends declared.

(c) Receiving information concerning the corporate business, subject to suitable restrictions.

(d) Voting upon fundamental changes in the corporate body, including amendments to charter; sale or lease of substantial portions of the assets or property of the corporation, etc., as provided in the charter or in applicable laws.

The stockholders cannot, however, as a general rule, "act in relation to the ordinary business of the corporation, nor can they control the directors in the exercise of the judgment vested in them by virtue of their office."

It is the general practice for stockholders to meet annually for the election of directors. The annual meeting of stockholders of The Delaware and Hudson Company is held on the second Tuesday in May in each year, in New York City. As stated above, the Company has about 9,300 shareholders, located in practically every state in the Union, and in eleven foreign countries. The average shareholding is 55 shares. It is obvious that, on account of the wide distribution of stock, and the certainty that many stockholders cannot attend meetings in person, some method of representation must be available. When the Secretary sends out the call for an annual or special meeting, he attaches to the notice a form of proxy which the stockholders may sign in favor of a "proxy committee," usually composed of the President and two other members of the Board of Managers, authorizing them, or anyone of them, to vote at the meeting, or any adjournment thereof, according to the number of votes the stockholders would be entitled to cast, if personally present. The confidence of the stockholders in the management of The Delaware and Hudson Company is clearly shown by the large vote cast at recent annual meetings of stockholders; for example:

1929—72%	of total outstanding stock
1930—73%	Do.
1931—75%	Do.
1932—76%	Do.

This year, even though dividend payments had ceased, 71% of our stock was represented by proxy.

This is an unusual record, as most of the large corporations are content with a vote of 55% to 60%, or even less.

It has been estimated that less than one stockholder in a thousand attends stockholders' meetings in person, but the ratio for The Delaware and Hudson Company is about one in five hundred, and the lack of any serious adverse comment at our meetings, and the approval of all proposals submitted to the stockholders, is a fine testimonial to the confidence of the stockholders in the President and Managers of the Company. At the meeting held in May of this year, although forty stockholders were present, only three-tenths of one per cent of the outstanding stock voted in person.

In addition to the election of Managers at the annual meeting, and here I might mention that our Board of Managers is a Board of Directors in the more customary terminology, the approval of the annual report of the Board of Managers; approval of the acts of the Managers and Executive Committee for the past year, and appropriating a sum of money for benevolent or other purposes are considered. Nothing, other than routine business, can be acted upon at a stockholders' meeting, unless it has been specifically mentioned in the notice. However, all stockholders are given opportunity, at these meetings, to discuss any or all aspects of the Company's business; to make recommendations and suggestions, as well as to lodge complaints, all of which are duly recorded and considered.

Special meetings of the stockholders may be called, the statutory notice being given, or that required by the charter or by-laws, at any time by the Managers.

(To be continued)

Old Ticket

NO stop over given hereby" is the superscription stamped on a 45-year-old ticket now in the possession of Yardmaster J. E. Baldwin, Fonda Avenue, Oneonta. Dated July 26th, 1888, the pasteboard is good for a trip from "Jonesville to Schenectady." The signature of D. M. Kendrick, General Traffic Manager, appears in the lower right hand corner. At the top the ticket is inscribed "Delaware and Hudson Canal Co., Northern Railroad Dept." Jonesville is no longer to be found in the Delaware and Hudson timetable as the name of the station has been changed to Elnora.

Goldfish

REAR Admiral Daniel Amen, U. S. N., presented the United States Fish Commission in 1878 wth a number of goldfish which he had brought from Japan. From this start a million-dollar industry has grown. Last year American breeders produced goldfish having a value of $942,000 and imported fish to a value of $31,900.

—*World's Work.*

✣ ✣ ✣

The mountains and valleys on the moon, and their reflective powers, cause the markings which to the naked eye suggest a human face.

Clicks from the Rails

A "Fresh Fish Special"

consisting of an electric locomotive, five refrigerator carloads of fresh halibut and salmon, and a riding coach, consigned to Chicago and points east by the San Juan Fish Packing Company of Seattle, Wash., is said to have been the first special trainload of fresh fish, all from one shipper, ever operated in America. The fish were unloaded at the docks in Seattle, at 10 A. M.; each of the 7,212 fish then had to be beheaded, cleaned, packed individually with crushed ice, boxed, and loaded into the cars. After the cars had been filled with the boxed fish, crushed ice was packed on top, which soon formed a solid sheet within the car, holding the temperature just above zero throughout the trip and making re-icing unnecessary. By 3:30 P. M. the "fresh fish special" was ready for the conductor's "highball."

◆

Poetic Praise

of Elmer Gordon, Illinois Central crossing flagman, by Annette Blomquist, a high school student, recently attracted wide attention in the midwest. Miss Blomquist was so impressed by Mr. Gordon's service in protecting the children attending school at Negoa that she chose him as a subject for a verse she had to write in connection with her class work in English. The poem was widely reprinted.

◆

"Shanghai Express"

a motion picture starring Marlene Dietrich, called for the filming of a number or railroad scenes. Paramount therefore leased a seven-car train from the Santa Fe, and rented a stretch of abandoned track near Chatworth, Cal., on which the camouflaged train was operated while the scenes were being "shot." Some months later the producers had to repaint the train in the conventional green before discharging its end of the leasing agreement.

President A. C. Needles

of the Norfolk and Western, completed fifty years service with that company on July 1, 1933, and received the diamond insignia of the N. & W. Veterans' Association from David W. Flickwir, Chairman of the Executive Committee. Mr. Needles entered the employ of the Shenandoah Valley Railroad, now part of the N. & W., July 1, 1883, transferring to the Operating Department as a yard clerk the following year. Successive promotions led him to the presidency on May 1, 1924.

◆

Reclaiming Valves

is the hobby of R. C. St. John, Monroe, La., which not only takes up his spare time but also saves his company considerable money. In recent months he has picked up 160 worn out valves, ranging in size from 1/8-inch to four inches, and reconditioned them so that they are practically as good as new. These valves, if purchased new, would cost the railroad between $350 and $400.

◆

Indians Own a Railroad

which runs for a few miles on the Menominees' reservation, about 30 miles west of Green Bay, Wis., and is equipped with a single locomotive but no other rolling stock. The largest stand of timber east of the Mississippi is on this reservation and the U. S. Government owned and operated railroad is used exclusively for logging.

◆

A Hand Carved Violin

and bow, capable of producing a fine musical tone, are the result of five years of spare-time work by Edward Shelton, Illinois Central crossing flagman at Centralia, Ill. Mr. Shelton, whose hobby is whittling, has also carved several small chairs and boxes out of oak, walnut, cedar, and sassafras.

"Mysterious Matilda"—

a hen sitting (although she thought she was setting) in a crate on the express platform of a Fort Worth, Texas, station, was the central figure in a comedy which caused a statewide wave of laughter before the case was cleared up. Briefly, Matilda was a hen with family ideas, being shipped from a town in Oklahoma to Sweetwater, Tex., although an illegible address caused her to be deposited at Fort Worth until her destination was determined. To the expressmen at Fort Worth she was an unknown fowl, seated on 15 eggs, which would presumably hatch in the near future. When her owner was finally located, through newspaper accounts of her adventure, it developed that the eggs she was sitting (or setting) on were hard-boiled—a bit of strategy to keep her maternally-minded while in transit.

◆

An Aching Tooth

that interfered with the efficiency of a Hungarian railroad conductor led him to remark that he wish it was out but that he had two hours more on duty. One of the passengers overheard the remark and, at the next stop, asked if he could look at the ailing tooth. Quickly thrusting a pair of forceps into the open mouth he removed the tooth amid the cheers of his fellow passengers, according to a recent dispatch to the *New York Times*.

◆

An Engineer Saved a Town

from fire recently when Illinois Central train No. 473, en route to Cedar Rapids, Ia., arrived at 12:30 A. M., and Engineer F. E. Wing noticed flames leaping from the Farmers' Elevator Company mill and elevator. He saved the threatened town by blowing his locomotive whistle until he aroused the citizens and then stopped long enough to pull two box cars off the siding alongside the burning buildings.

November

A HAZE on the far horizon,
The infinite, tender sky,
The ripe, rich tint of the cornfields,
And the wild geese sailing high,
And all over upland and lowland,
The charm of the goldenrod,
Some of us call it Autumn,
And others call it God.

—WM. HERBERT CARRUTH.